

## 1-9 (CANCELLED)

10. (CURRENTLY AMENDED) A method for the control of a drive train (1) of a vehicle, ~~especially an all-terrain vehicle, said vehicle being~~ equipped with a motor (2), a multi-group transmission (4), an output means, and a control apparatus, the multi-group transmission (4) comprising at least one automatic transmission (8) and a subsequently connected range group (9), and whereby, upon a change of ratio in the range group (9) the drive train (1) is relieved of function load by means of a change of a torque ( $m_{mot}$ ) of the motor 2;

closing a closable shifting element (24, 25) of the range group ~~is closed~~;  
synchronizing and opening an openable shifting element (24, 25) of the range group (9) ~~is synchronized and opened~~; and

changing a ratio of the automatic transmission (8) ~~is changed~~ in such a manner, that a change in ratio of the multi-group transmission (4) is less than that of an unassisted change of ratio of the range group (9); and

achieved is adjusting a speed of rotation ( $n_{mot}$ ) of the motor (2) by ~~means of a change of changing~~ a power transfer capability of at least one shifting element of the automatic transmission (8) to ~~one of equivalent a~~ connective speed[s] of rotation ( $n_{mot-a}$ ) equivalent to the ratio[s] of the multi-group transmission (4) at which the closable shifting element (24, 25) of the range group (9) is synchronized.

11. (CURRENTLY AMENDED) The method according to claim 10, further comprising the step of satisfying wherein a demand of a driver ( $m_{mot-d}$ ) for changing the torque ( $m_{mot}$ ) of the motor (2) during the changing of the ratio of the range group (9) ~~can only be carried out~~ upon conclusion of the ratio changing, whereby the control apparatus institutes a change of the motor torque ( $m_{mot}$ ) of the driving machine (2) to relieve the drive train (1) ~~load from the control apparatus is activated by control~~.

## 12. (CANCELED)

13. (CURRENTLY AMENDED) The method according to claim 10, further comprising the step wherein for establishment of connective speed of rotation ( $n_{mot-a}$ ) of the motor (2) a capability of transfer from openable shifting elements of the automatic transmission (8) is reduced and a capability of transfer of closable shifting elements of the automatic transmission (8) is increased.

14. (CURRENTLY AMENDED) The method according to claim 10, further comprising the step wherein upon existence of a connective speed of rotation ( $n_{mot-a}$ ) of the motor (2), a capability of transfer of the openable shifting elements of the automatic transmission (8) is cancelled, while the closable shifting elements of the automatic transmission (8) are held in a slipping state.

15. (CURRENTLY AMENDED) The method according to claim 10, further comprising the step wherein the closable shifting elements of the automatic transmission (8) and the closable shifting element (24, 25) of the range group (9) are completely closed when in a synchronized condition.

16. (CURRENTLY AMENDED) The method according to claim 10, further comprising the step wherein the change of ratio of the range group (9) and an associated change of the ratio of the automatic transmission (8) is done automatically upon presence of a defined operational condition.

17. (CURRENTLY AMENDED) The method according to claim 10, further comprising the step wherein the change of ratio of the range group (9) and an associated change of ratio of the automatic transmission (8) is done by the expressed, optional action of a driver.

18. (CURRENTLY AMENDED) The method according to claim 10, further comprising the step wherein the control apparatus is composed of a motor torque control device, an automatic transmission control device, a range group control device, which, are communicatively bound to one another and exchange signals, or the automatic transmission control device and the range group control device are mutually combined to form a common control apparatus.

19. (NEW) A method for the control of a drive train (1) of a motor vehicle having including a motor (2), a multi-group transmission (4), an output shaft, and a control device, the multi-group transmission (4) comprising at least one automatic transmission (8) and a subsequently connected range group (9), the method comprising the steps of:

relieving the drivetrain (1) of a torque load during a change of ratio in the range group (9) by changing a torque output ( $m_{mot}$ ) of the motor 2;

actuating a closable shifting element (24, 25) of the range group;

synchronizing and opening an openable shifting element (24, 25) of the range group (9);

adjusting a speed of rotation ( $n_{mot}$ ) of the motor (2) by changing a power transfer capability of at least one shifting element of the automatic transmission (8) to a desired connective speed of rotation ( $n_{mot-a}$ ) substantially equivalent to the ratio of the multi-group transmission (4) at which the closable shifting element (24, 25) of the range group (9) is synchronized; and

suppressing a driver demand ( $m_{mot-r}$ ) for changing the torque ( $m_{mot}$ ) of the motor (2) during the changing of the ratio of the range group (9) until conclusion of the

range group (9) ratio change, whereupon the control device institutes a change of the motor torque ( $m_{mol}$ ) of the driving machine (2).

20. (NEW) A method for the control of a drive train (1) of a motor vehicle having including a motor (2), a multi-group transmission (4), an output shaft, and a control device, the multi-group transmission (4) comprising at least one automatic transmission (8) and a subsequently connected range group (9), the method comprising the steps of:

relieving the drivetrain (1) of a torque load during a change of ratio in the range group (9) by changing a torque output ( $m_{mol}$ ) of the motor 2;

actuating a closable shifting element (24, 25) of the range group;

synchronizing and opening an openable shifting element (24, 25) of the range group (9); and

adjusting a speed of rotation ( $n_{mol}$ ) of the motor (2) by changing a power transfer capability of at least one shifting element of the automatic transmission (8) to a desired connective speed of rotation ( $n_{mol-a}$ ) substantially equivalent to the ratio of the multi-group transmission (4) at which the closable shifting element (24, 25) of the range group (9) is synchronized;

21. (NEW) The method for the control of a drive train (1) of a motor vehicle as set forth in claim 20 further comprising the step of suppressing a driver demand ( $m_{mol-l}$ ) for changing the torque ( $m_{mol}$ ) of the motor (2) during the changing of the ratio of the range group (9) until conclusion of the range group (9) ratio change, whereupon the control device institutes a change of the motor torque ( $m_{mol}$ ) of the driving machine (2).